

City Of Berkeley



PARKS AND RECREATION COMMISSION
2180 MILVIA STREET BERKELEY, CALIFORNIA 94704

(415) 644-6530
TTY (415) 644-6915

C O R R E C T E D M E M O R A N D U M

Date: July 17, 1985

To: Honorable Mayor and
Members of City Council

From: Becky Temko, Vice Chairperson

Subject: BERKELEY WATERFRONT PLAN - EVALUATIONS OF ALTERNATIVES

The Parks and Recreation Commission, over the past two years, has done extensive work regarding the development of the Berkeley Waterfront.

On June 24, 1985, the Parks and Recreation Commission met, but because of lack of a quorum we could not send a recommendation regarding the Berkeley Waterfront Plan Evaluating of Alternatives. However, on May 14, 1985, the Parks and Recreation Commission held a special meeting and had an extensive discussion based on the four points listed by the Consultants on Page III. A. 1, of that report.

The consensus of that discussion follows:

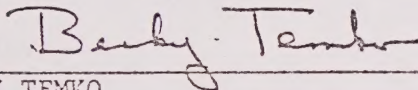
- A. How much development should take place? Three Commissioners agreed to one-half million square feet. One Commissioner wanted less than one-half million square feet. Two Commissioners wanted slightly more than one-half million square feet.
- B. What kind of development should it be? The Commission referred to its past recommendations which included active recreation use, water-related activities, small commercial and entertainment amenities. Attached is the Parks and Recreation Commission Recommendations.
- C. Where should the development take place? Three Commissioners wanted development to take place on the North Basin. Two Commissioners were not sure.
- D. What should it look like? The Commission strongly feels that any development should be limited to two-three stories in height. In addition, the development must absolutely relate to the waterfront environment.

The Parks and Recreation Commission feels that in the absence of a real design concept for the Berkeley Waterfront, it is difficult to answer the questions found in the ROMA Report. For example, Question D - "What should it look like?", depends entirely on the nature of the development. Because of a lack of a specific concept substantive responses can only be general in nature.

The Parks and Recreation Commission has consistently recommended, from the very beginning, that a minimum of 25 acres be set aside on the waterfront for organized active recreation use such as that outlined in the Commission's November report. (See attached)

The Parks and Recreation Commission feels compelled to remind the Berkeley City Council that the master plan for North Waterfront Park has designated the North Waterfront Park as an open and unstructured park that will not accommodate organized recreation sports programs. This is mentioned in the ROMA Report on Page II. 13., Item B-9. The current design work for the North Waterfront Park is based on this premise.

Respectfully submitted,



BECKY TEMKO
Vice Chairperson

Attachment

cc: City Clerk
City Auditor
Agenda Coordinator
Health and Human Services

City Of Berkeley



PARKS AND RECREATION COMMISSION
2150 MILVIA STREET BERKELEY, CALIFORNIA 94704

(415) 644-6530

FOR COUNCIL INFORMATION

November 8, 1983

To: The Honorable Mayor and
Members of the City Council

From: Parks and Recreation Commission

Subject: WATERFRONT PLANNING PROCESS

Introduction:

At a special meeting of October 17, 1983, the Parks and Recreation Commission approved the following report as an informational item to the City Council regarding the Waterfront Planning Process.

Commissioners Present: Schemmerling, Couch, Hester,
Ratcliff, Temko, Twombly

Commissioners Absent: Jackson, Peeler, Williams

The Commission reviewed the Phase I Waterfront Planning Process-Report and Recommendations and found it to be unsatisfactory. The Commission felt that the report lacked a focus and was devoid of guidelines of any substance, as there must be an organizing principle for a development of this magnitude. The Parks and Recreation Commission strongly recommends that the guiding principle be: "that any development of any nature at the Berkeley Waterfront be for public use or of direct benefit to the public."

The Commission believes that the recreational, cultural, institutional, and commercial activities at the Waterfront must have the focus of use and benefit for the public. Therefore, the Commission is of the opinion that extensive residential development, or office facilities for private enterprise are inappropriate uses for this site. As with Golden Gate Park in San Francisco, or Central Park in New York City, this unique site must be developed as a public resource. This does not preclude revenue and job possibilities at all, only that anything that is done there should benefit the public directly. Therefore, the Parks and Recreation Commission cannot recommend adoption of the City staff's proposed goals until the issues raised by the Commission are addressed and incorporated. Additionally, the Commission has other problems with the report. They are:

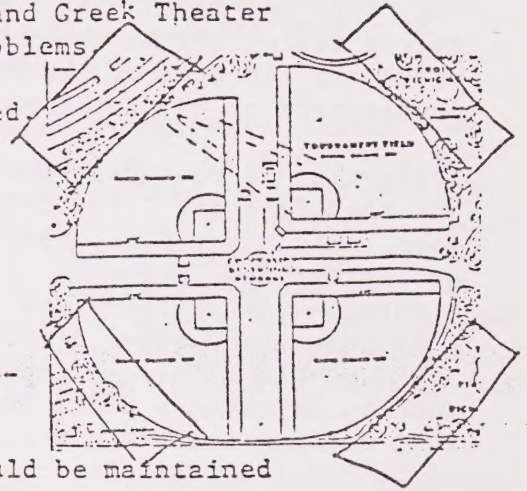
1. The report omits recreation and open space policy statements.
2. No mention is made of priorities among uses.

3. The report fails to mention the consensus of the public workshops which emphasizes the majority goal of recreation and open space. These appear in the surveys included in the attachments.
4. No mention of the availability of the State Park monies and the June 30, 1983 cutoff date for that money is made.
5. There is no response to the Commission's request of staff in February, 1983 for answers to the Commission's questions regarding:
 - a) A full exploration of acquisition options for the waterfront, such as State Park funds, federal funds, private funds, land trusts, bonds, etc.
 - b) A full exploration of legal options such as an examination of zoning for open space and recreation, zoning for commercial uses and the possible ratios of one to the other.
6. The staff has produced no data of its own, either environmental or economic.
7. Staff made no proposals of methods for implementing landuse goals.
8. The report does not offer specific components to consider in preparing alternative development possibilities.
9. Any report that has more appendices than summary or recommendations, and fails to have those pages of appendices numbered at all, wastes valuable time of all those who have to try to use it.

The Parks and Recreation Commission's additional recommendations are much the same as those the Waterfront Advisory Board made. That report is included here with the Commission's changes or additions bracketed.

1. An overall statement about the values of the waterfront setting (for public use) and the general direction of City policy toward those values.
2. Reaffirm the City's longstanding Master Plan goal to "develop an unbroken stretch of open space" along the shoreline.
3. Large areas of recreational open space shall be part of any specific plan for the waterfront (including at least one parcel no less than 25 acres).
4. Public access to all the shoreline shall be maximized (for) recreational use.
5. (City to take advantage of the State Park Funding for Park Development.)

5. An amphitheater, placed properly, for amplified music, which could relieve John Hinkel Park and Creek Theater neighborhoods of some of the noise problems
6. Adventure Playground should be expanded
7. Lighted, multi-use field complexities should be developed which would allow for soccer, soft and hard ball to be played simultaneously. The wagon-wheel design is an efficient model to use. This would require at least 25 acres as a single parcel to be properly effective.
8. The Marina and Nature Study areas should be maintained and expanded.
9. The exit of Strawberry Creek into the Bay should be made a main attraction and focal point of the design of that part of the site.
10. There should be some money making recreation.
11. Many of the activities mentioned will provide jobs for unskilled and partially skilled people.
12. Among the recreational activities made available, the opportunity for participation by the handicapped should be a part of the design.
13. There should be simple, low-cost restaurants and food stands where appropriate.
14. It should go without saying that water sport facilities must be included as much as possible.
15. The Waterfront should provide the possibilities for as many diverse recreational, cultural, and educational facilities as is possible, such as, museums, natural and cultural centers. All of these activities and facilities should dovetail with and enhance the activities elsewhere at the Marina and Aquatic Park, which are presently offered as well as future activities.
16. A model for a great deal of what has been mentioned above, is the pleasure park in Copenhagen, Denmark called Tivoli Gardens. The Commission suggests that these concepts might be designed in the same spirit as Tivoli Gardens, although the Commission would want to see the focus and substance of the Berkeley Waterfront to be unique as the site and City are.*



The Parks and Recreation Commission has been asked to provide ideas for recreation on the Berkeley Waterfront. The following represents the views and concerns of the Parks and Recreation Commission for future development of the Berkeley Waterfront.

Recreation is obviously the highest and best use of the Berkeley Waterfront; and therefore the City, beset with financial problems and the need for more jobs, should seriously consider revenue-producing recreational facilities. An appropriate "pleasure park" on the order of Copenhagen's famous Tivoli Gardens - yet contemporary in the best American spirit - is a possibility that deserves careful study. For to avoid a pseudo-recreational "theme park" on the Disneyland model, or worse yet, ersatz entertainment grounds such as Marriott's Great America, Berkeley must understand from the outset that nothing less than a cultural and architectural masterpiece would be right for its great bayfront site opposite the Golden Gate.

An updated version of Tivoli Gardens, its charming collection of entertainment pavilions, restaurants, concert halls, rides and other amusements for children and adults, set in a green and flower environment that is refreshed by fountains and exquisitely lit at night does not seem wrong for Berkeley. It would be an error to try to duplicate Tivoli in a literal way, as if Californians were Danes - and 19th-century Danes at that. Instead, we should create a 20th-century pleasure garden on similar principles.

Berkeley's Waterfront Gardens should be as profoundly innovative, as graciously open to people of all ages and backgrounds, as the Oakland Museum is for its quite different purpose. An architect of the stature of the museum's designer, Kevin Roche, should be selected, perhaps after a competition (although Oakland chose Roche over nine other famous architects after interviewing them all). In any case the architects and planners retained by the Santa Fe Railroad have never done anything approaching such distinction. Berkeley would have to insist that a great designer be found for the job.

The same can be said for the developer. The Santa Fe, which lately has done a superior renovation of its historic headquarters in Chicago, but otherwise has had a bleak architectural record for decades, would need to bring in a developer with high capabilities in the recreational field, for example the Rouse Corporation, which among other accomplishments renewed the Quincy Markets in Boston and also improved the Baltimore Waterfront.

An appropriate pleasure garden for Berkeley would require only a small portion of our extensive bayfront acreage. Perhaps it would occupy 10 or 15 acres, and certainly no more than 25 or 30, leaving the rest as free public open space. It is not generally appreciated that the recreational facilities, even "theme parks" that are outwardly trivial and crass, are organized with great ingenuity on rather small sites, Disneyland, although the parking is handled crudely, is in other respects extremely compact and efficient in land use.

Economically, the right kind of facility could be a boon to Berkeley. Tivoli, in the very heart of Copenhagen, for over a century has returned a handsome profit, even though it is open for less than half the year. In Berkeley, of course, a park could be open the year round.

So far as jobs are concerned, the recreation industry seems more likely than most others to alleviate Berkeley's unemployment problem. It provides a relatively high percentage of lightly skilled or semi-skilled jobs, as well as mid-management positions which do not require the advanced professional training that is mandatory in high-tech industries. Although the City has yet to confront the reality of its non-competitive place in the keenly competitive Bay Area market for office, commercial, and industrial space, the fact is that 30 million square feet of such construction has either been recently built, or is likely to be completed in the next 10 or 15 years in central Contra Costa County.

The primary reason why businesses are going there, or to other outlying locations is not cheap land (although suburban real estate is more easily available and somewhat less expensive than Berkeley's), but a supposedly more reliable and more productive work force.

It will take imagination to find jobs for Berkeleyans who, without considerable training or retraining, may be virtually unemployable in conventional businesses which are hiring thousands of suburbanities today - for example, the 12,000 in Contra Costa who will work in huge new facilities for Pacific Telephone, Chevron, and Bank of America.

Without claiming that a recreational park would be a sure way out of this dilemma our Commisison strongly recommends that it be studied by competent consultants as a possible land use. The overriding question remains what would be most appropriate for the waterfront, and that raises additional cultural and architectural questions which Allan Temko, critic of the San Francisco Chronicle, raised in 1977 when a version of Tivoli Gardens was proposed for Yerba Buena Center. We are attaching excerpts from his article, which emphasized the difficulties of doing such things well in the United States. But the potentialities are tremendous, if Berkeley refuses to settle for a Shoppingland, Frontier Village, or some other ersatz pseudo-recreational environment, and instead creates the best kind of new park for our own citizens, our neighbors in northern California, and indee visitors from all over the world.

Carole Schenmerling
Chairperson

The Romanesco, a celebrated and rebuilding Cathedral after it was forced with fire, San Francisco Chief Architect, Officer Roger Jones has turned his eye to the 25 acres of ruins that are expected to be the monumental public eye of Yerba Buena Center.

and even to the entrepreneur, beyond the bitter pill of and a bleak background of YMC must offer a forbidding Afra. Gotten report from enormous problems in the surrounding area, which were also perceived by the Redevelopment Agency for the private development. There are surely many problems of what can be done with the public portion of the project — two tremendous empty blocks of 125 acres between Lincoln and Folsom. It is clear that the immensity of the original scheme for YMC have been accepted, a virtual planning vacuum exists, making it extremely difficult to create

meeting to this level of risk-taking. In a now discarded design for the ground above the exhibition hall, architect Obata installed frilly little shops and entertainment stands, as if San Francisco were fated to undergo the latest incarnation of the prairie-to-riviera transformation. Shopping plaza, in which retail environments and transportation are functionally integrated, are what are basically shopping centers.

If this is all San Francisco has to get for an investment of \$79 million in federal and city funds over the past decade, it would have been cheaper and better simply to leave the wild south of black cat escapee in tact, including homeless cats such as the Barrel House catzoo, and "prune" them up as "Healthy World"—*Mad Magazine's* answer to Disneyland—in which black Cat-theater woods, Thelwell, and Synthesized Theater Army territorial five a Journal U.S. family of four a young adventure thrill.

The problem: Pulverized slud of Yerba Buena Center

the southern block is completely free, thanks to a little hard work, except for its underground foundation built by engineer T. V. Lin and architect G. G. Stubbis, who have designed a foot arch that, which, as I reported last week, gave the surface almost unnumbered for development of a park.


Unfortunately, when various "left" options were put on the ballot, the majority elected conservative and the unfortunate "free-trade party," which placed harmonious visions of mutual free environmental criteria on the order of Maryland and Great America, which collected from Southern California's Inland Empire contribution to contribute to the folk culture. Kenneth's Merry Farm.

In spite of a skeptical response by lions and his financial advisers, the idea has much to recommend it. Tivoli is a won-

But would this be the right job for San Francisco's Seaton? Wholly reminded that Iwakura could neither afford those brush-framed sliding doors that the label on his refrigerator is really for a Japanese I'm not put off by his casual politeness, which has been doing fairly well for the Development Agency as a paid consultant, he does seem prepared to Iwakura's appointment as the most advanced exponent of his kind at another time and place.

It has seemed a long order but as time has come to me, I find, it means only that we must understand the physical, the chemical, the physiological, the psychological, the social aspects of contemporary humanism, and make them the basis of the new religion. Within the twenty-four hours of the day, we must have the

that they must include scientific and technological as well as environmental, modern art, design and classic, public and private. In fact the institutions that range and multiplied quantity of creativity. Indeed, there should be room for their job, and serious learning, character by a sense of history, and the classic art of the field, but not excluding the intrinsic character of each. Emerson on the other hand would like it to be not to the index of contemporary urban



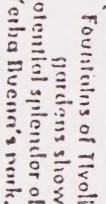
Then all this must become architecture—a multiplicity of modern designs on rich, sturdy, living, as the word is used, garden-environmental (ecovital) ground, created in the following

that last, we must have programs that can be experienced in such architecture. Happily, there is a growing number of items of culturally significant architecture, all sorts of opportunities, including some that were involved, such as the Blomberg Hotel, the Alamo Plaza in San Antonio, the appropriate home for the appropriate toy and doll collection, the brilliant of design Charles Farnsworth and Alvin Karpis offered. So, Francisco some years back.

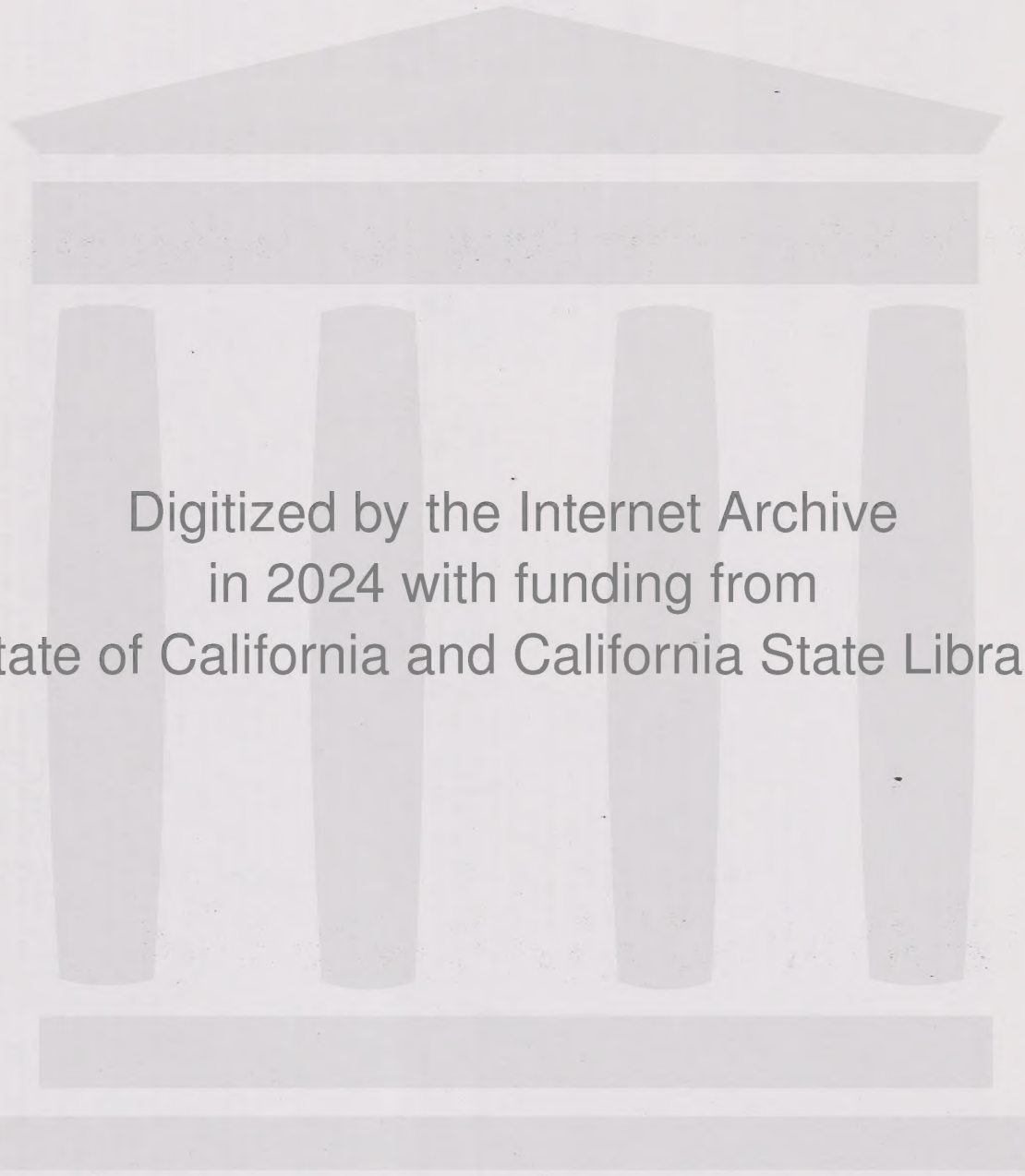
Fourfields of T
gardens s
potential splend
Yeha Buena's t

concrete with the admirable
Exploratorium, but Roubin com-
plement its perceptual-science
exhibits, in new and exciting
ways.

Frankford to lack the unity and
think the most of such ethnics.
This does not help to do, but it
should the whole ethnic set-
ting, the more, the more for a
have long, some, some, some
have often and, for the first time,



Foundations of Tivoli
gardens show
oriental splendor of
Cerberus Puente's park



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City of Berkeley

Attachment 2



TRANSPORTATION COMMISSION
2180 MILVIA STREET, BERKELEY, CALIFORNIA 94704

(415) 644-6534

M E M O R A N D U M

Date: June 6, 1985

To: Honorable Mayor and
Members of the City Council

From: Transportation Commission

Subject: COMMENTS ON THE WATERFRONT PLAN EVALUATION
OF ALTERNATIVES

The Transportation Commission, at their Special Meeting of June 4, voted unanimously to forward City Council the following comments on the report titled BERKELEY WATERFRONT PLAN: EVALUATION OF ALTERNATIVE, May 16, 1985, (MSC: Siegel, Shiver; Yes: Back, Deakin, Fields, Shiver, Siegel, Zukas; No: None; Obstain: None; Absent: Hunt, Leter):

ROMA's EVALUATION MAKES THREE BASIC ASSUMPTIONS RELATIVE TO THE TRAFFIC CAPACITY OF THE WATERFRONT WHICH ARE QUESTIONABLE:

- o That Santa Fe's Transportation Systems Management program will have a "success" rate of 35%. It 35% TSM achievable? ROMA has taken Santa Fe's assumptions without comment. Is there any evaluation as to the validity of Santa Fe's claims for 35% TSM?
- o That the University Avenue overpass will be widened to three lanes westbound. There are currently no plans to widen the University Ave. Overpass to three lanes westbound. Caltrans' plans for reconstruction of the overpass call for two lanes westbound.
- o That trip generation rates will be equal to national and regional averages, when in Berkeley trip generation rates tend to be higher than the average. Given all this, traffic capacity constrain figures are likely to be lower than assumed thus far.

ADDITIONAL COMMENTS ON THE ROMA EVALUATION OF ALTERNATIVES
REPORT:

- o Many sources in the report are taken from Santa Fe. Is this valid? Why is it assumed that Santa Fe's figures and data are correct?
- o Why are Gilman St./University Ave.'s peak hour volume-to-capacity ratios worse in Alternative 3 than in Alternative 4? (Page D-2)
- o It does not appear that jobs associated with recreational and open space programs (other than maintenance) were shown and were thus included in trip generation and parking figures.
- o Questionable sources/data appears to have been used for determining parking demand/supply rations (Page D-23). In particular, Caltrans "8th Progress Report on Trip Ends Generation" which was done in July 1973.
- o National and regional average trip generation rates have been used, however Berkeley trip rates are probably higher; for instance, the residential trip generation rate in the study is 5.2 trips per dwelling unit, however data gathered in Berkeley indicated 7 trips per unit.
- o It would be relevant to know the impacts of eliminating Frontage Road between Ashby and University.
- o High and low scenarios, according to the relative success of TSM measures and magnitude of trip generation rates, for traffic generation should be devised.

SUGGESTIONS FOR THE PREFERRED ALTERNATIVE:

- o There is a need to address the twelve transportation evaluation criteria more specifically in the preferred alternative.
- o The preferred alternative should address the impacts the development will have on local streets, particularly 6th & University and San Pablo & University.
- o The preferred alternative should consider transit:
 - Providing a methodology to determine the adequate level of transit to serve the Waterfront.
 - Estimate the cost of providing that service.
 - Layout a financial plan to implement that transit plan.

June 6, 1985

- o Specifics about transit should be addressed. For example, Santa Fe currently says they have no plans to subsidize transit:
 - AC Transit service is assumed, not guaranteed. Who will pay?
Who will finance a bus line addition or a new line?
 - What about shuttle service between the waterfront and North Berkeley BART station?
 - How about a transit terminal at the waterfront?
- o The preferred alternative should include specifics about the ridesharing program:
 - What level of service will be necessary for the different amount of development?
 - How much will it cost?
 - Who will pay for it?
- o The preferred alternative should be based on the expectation that major amounts of development will occur in Emeryville and Albany and that Ashby Ave. and Gilman St. will be impacted accordingly. Emeryville is studying the possibility of building 5.2 million square feet of development while Albany is looking at up to 4 million square feet. Clearly, some amount of development will occur in these two cities.
- o The preferred alternative should explore the possibility of giving buses preferential access to the waterfront.
- o The preferred alternative needs to be specific as to the parking. Are we looking at parking garages or ground-level parking? How much space is involved? Where is the parking to be located in relation to the development? What about preferential parking for vanpools and ridesharing? What will be the parking pricing policy?
- o The preferred alternative should have a "preferred" bike route and access to and around the waterfront which ties in with existing bicycle routes:
 - Each of the four alternatives shows a bicycle crossing over I-80 at Aquatic Park. What about the University Ave. bike crossing? How will the two interrelate? Do they conflict?
- o The preferred alternative should consider eliminating auto use on the proposed western road, along the shore, in the North Basin. It is not necessary to allow cars in this road for it to serve its purposes. A pedestrian/bicycle promenade will equally avoid privatization, enhance the aesthetic appearance, and provide handicap and fire access.

Elizabeth Deakin
Elizabeth Deakin, Chairperson



City Of Berkeley



Waterfront Commission
201 University Avenue
Berkeley, California 94710

(415) 644-6371
TTY (415) 644-6915

Date: July 22, 1985

To: Mayor Newport and Members of the City Council

From: Waterfront Commission

Re: Recommendations on guidance for the draft preferred
alternative; I-80 report; planning process

After carefully reviewing the public's comments and the technical reports prepared by the City's waterfront planning consultants, the Waterfront Commission submits the following recommendations for Council approval.

The Commission believes that it is especially important for Council to direct the consultants to follow the policy guidelines outlined below in preparing the draft preferred alternative.

SECTION ONE: GUIDANCE TO CONSULTANTS AND STAFF ON THE DRAFT PREFERRED ALTERNATIVE

I. POLICY GUIDELINES FOR THE DRAFT PREFERRED ALTERNATIVE

A. WHAT KINDS OF USES SHOULD BE AT THE WATERFRONT?

1. Guiding policy: maximum use of the waterfront should be non-structural. This policy is based on the following reasons:

-- In a highly urban area such as the East Bay, an open waterfront is an important connection to natural grandeur and open space.

-- The site is part of the Bay shoreline and is one of the few areas of direct connection to the great bay; it is publicly accessible; and its location and flat topography give it tremendous scenic qualities, both bayward & toward the hills.

-- With maximum open space, options are protected for future generations to make their choices about the physical environment.

-- The site is landfill, subject to liquefaction, and therefore would pose a greater hazard if intensively developed.

2. The priorities for uses for the waterfront should be as follows (In this report, "development" generally describes uses which would be partially or wholly located on "floor space."):

Highest priority: unstructured and structured (active recreation)
open space

Development priorities (listed in order of priority):

(1) HIGHEST PRIORITY: Conference center with public conference grounds and including visitor lodging ranging in price; Museum/cultural facilities; Waterfront recreational facilities and recreation-related commercial (examples: small retail, boat chandlery, recreation equipment rental, fishing supplies, lessons, food, windsurfing).

(2) Other waterfront-related commercial (example: fishing)

(3) Local-serving commercial (examples: studios open to the public, markets, restaurants, commercial merry-go-rounds).

(4) Hotel/convention center is not recommended because the image of a traditional hotel is more closed-in and exclusionary than the conference center described above. Also, the Marriott already provides hotel space on the waterfront.

(5) Housing: The Commission is divided on the issue of housing on-site, and has discussed the following pluses and minuses. Pluses: 24-hour residents could provide sense of neighborhood & community; potential to satisfy some of city's housing needs. Minuses: could privatize space and intrude on public uses; lower economic return to city & developer; location is hazardous due to bayfill's potential for liquefaction. Those Commissioners who would like to consider housing as an option felt that housing should not be considered if it cannot be mixed-income and that there should be a maximum of approximately 200 units.

(6) Produce Center: For this proposal to be considered, more information would be needed on the economics (would it create new jobs or just move existing jobs from other Bay Area locations; what revenue would it produce for the city); amount of space required; and the potential for designing attractively.

(7) UNDESIRABLE USES: Offices (those offices which are not necessary for management of uses mentioned as priorities above) and industry (light or heavy) are not appropriate for the waterfront.

3. Uses which are desirable for inclusion in the city but which are not provided for on the Waterfront should be considered for other locations in the city.

B. HOW MUCH DEVELOPMENT SHOULD BE ON THE WATERFRONT?

1. The maximum amount of development allowed should be consistent with the above use guidelines and should be defined by criteria, including the following:

-- The capacity of streets and interchanges should not be exceeded. Available interchange capacity should be based on levels assuming major development in Albany and Emeryville. New vehicular accessways are not recommended for the preferred alternative: instead, transit & private vehicles should be allowed a share of capacities of existing streets & interchanges.

-- Height limits should be as cited below.

-- Developable areas should be limited to those cited below.

2. Development in the range of 500,000 sq. ft. appears to be reasonable.

C. WHERE SHOULD USES BE LOCATED?

1. The City should require a continuous open space along the shoreline generally 250' minimum width.

2. The MEADOW (including the North Meadow, Central Meadow, and Marina Edge) should be a major public open space due to its outstanding recreational and scenic value and its physical limitations for development.

3. NORTH BASIN STRIP: The eastern half of North Basin Strip is the priority area for development (for uses outlined above).

4. HORSEBARNs: The most easterly third of this area should be considered for development. The western two-thirds should be open space connecting to Albany's Fleming Point.

5. EAST MEADOW: This area should provide a sensitive visual transition between development to the northeast and the open space of the meadow. We estimate the most easterly 5 (to 7?) acres could be considered for development and suggest playing fields for the rest. Development should not be allowed to extend to the west beyond the freeway ramp.

6. BRICKYARD: The Brickyard is not a priority area for development; the priority use is as a nature area, wildlife habitat, with educational/interpretive facilities. Views to San Francisco should be preserved. Some commissioners would consider a one-story hostel or interpretive facility. It was noted that Caltrans' plans may reduce the size of this area.

7. BERKELEY BEACH: This area should be restored as a beach.

D. WHAT SHOULD DEVELOPMENT LOOK LIKE?

1. All structures should be one or two stories, except along the areas adjacent to the freeway where occasional heights of three stories could be allowed.

2. Areas developed should be physically diverse, with many different sizes of parcels and a variety of architectural design approaches. Large, bulky structures should not be allowed.

3. Open space areas should be primarily natural in character, rather than precisely landscaped & "manicured."

4. Views to, from and of the Waterfront and Bay should be strongly protected. In particular, the "gateway" panoramic views from University Avenue at the Brickyard and from Gilman Street at the Horsebarns should be protected.

5. The unique character of the waterfront requires clear design guidelines ensuring the highest quality of site design and architecture.

6. Open space and development on the Waterfront should be planned to create a pleasing connection to other areas along the East Bay shoreline.

II. PLANNING APPROACH/MASTER PLAN RELATIONSHIP: The draft alternative should conform to and complement the goals and policies of the Berkeley Master Plan. The draft alternative should explicitly set out how such conformance has been achieved.

III. INFORMATION NEEDED TO EVALUATE THE ALTERNATIVE

The following information should be available when the alternative is presented:

- Requirements for site preparation, including capping and sealing of fill. This should contain an explanation of alternative courses of action.

- Analysis of the adequacy of the City's open space standards, based on the assumption that any waterfront parkspace will be shared by the region and therefore not be wholly available to meet local city needs.

- The relationship of waterfront planning to policies being considered for West Berkeley.

- Clarification of the City's overall employment strategies.

- Identification of the relationships between the preferred alternative and the plans of the cities of Albany and Emeryville.

SECTION TWO: RECOMMENDATION ON I-80 REPORT

The I-80 report is not adequate. Council should either direct the consultants to fulfill the contractual requirements before the City makes payment or direct staff to rescind the contract and hire alternative consultants for this project.

SECTION THREE: RECOMMENDATIONS ON PLANNING PROCESS

There is a continuing need for Council to give guidance on the schedule in order to allow adequate time for decision-making on the commission and Council levels, and to encourage public participation in the process. The Commission recommends that Council direct staff to use the following guidelines in preparing the Fall waterfront planning schedule:

- Allow a minimum of 10 days between the day that public documents are in the library (or received by citizens if mailed) and the day of the public information session (when the public is expected to have questions formulated) or public hearing on that document.

--Publicize key dates in waterfront planning thirty days in advance so that community organizations can inform their memberships of the schedule through their monthly newsletters.

--Council and commissions could hold joint public hearings, but action should not be expected on the date of the public hearing. Staff should allocate adequate resources & time after public hearings so that public input can be incorporated into recommendations. In order to allow adequate review time, Council should be allowed 2-3 weeks after a public hearing before taking action. Council action should be scheduled for after commissions' actions so that Council can consider commissions' recommendations.

The preceding report was unanimously approved at a special meeting of the Waterfront Commission, (7/22/85), (Ayes: Hancock, Huth, Liljenwall, Nichol, Reyna, Washburn; Noes: none; Absent: Maldonado, Orman, Williams). Ms. Maldonado participated in most of the July 22nd discussion, but left the meeting before final approval of the report.

Sincerely,

Kate Nichol

Kate Nichol, Chairperson
Waterfront Commission

Larry Orman, Chairperson
Waterfront Planning Subcommittee

cc: Planning Commission

City of Berkeley *Attachments*



Project Area Committee
Planning and Community
Development Department
Civic Center Building
2180 Milvia Street, 2nd Floor
Berkeley, California 94704

July 22, 1985

To: Honorable Mayor and
Members of the City Council

From: Project Area Committee

Subject: ROMA's Study on Generic Waterfront Alternatives

This is to inform Council of our concerns regarding ROMA's Technical Study on Generic Waterfront Alternatives.

Because the Project Area Committee (PAC) is the only City Commission whose members are chosen specifically from West Berkeley, and because it was realized that the neighborhood most effected by Santa Fe's proposed development would be West Berkeley's, the PAC was therefore given representation on the Planning Commission's Inter-Commission Waterfront Committee.

During workshops and meetings with ROMA consultants and City staff, our representative on the Committee asked that ROMA's report study the impact of alternative development proposals on West Berkeley, especially with regard to the question of affordability of housing. We were assured this would be done.

Rather than a study, what we see is a skimpy set of ill-thought out criteria and find the alternatives rated subjectively rather than quantitatively. The evaluation criteria do not speak to our concerns, so that the ratings supply us with almost no information.

We want to know how the alternatives compare on the following issues:

1. What will be the effect of development and the associated land speculation on market rate housing in West Berkeley?
2. What is the effect on traffic? What will the impact be on Gilman Street and University Avenues, and on Sixth Street, which serves as an alternative to the freeway when it is congested?
3. What effect will there be on the economic life in West Berkeley? Will space continue to be affordable to small businesses?

We do not see the answers to these questions in the reports.

July 22, 1985
Honorable Mayor and Council
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At the same time, the issue of I-80 and access to the shore are of great interest to us and we would appreciate a chance to review proposals for access currently being dealt with in the Planning Commission's I-80 Subcommittee before Council action is taken.

Finally, we object to the inordinately rushed schedule for review of documents before Council action. We have been unable to discuss in any detail the implications of the ROMA study. The scope of the study is so large that more time for formal commission review is needed. And for this, it is necessary for staff to actively solicit comment from the commissions since few commissioners know how really rapidly things are happening.

In conclusion, we recommend that the City Council find the ROMA study inadequate and unacceptable insofar as it attempts to study impacts of proposed alternative development scenarios on the West Berkeley Community.

cc: City Manager
Assistant City Manager for Planning & Community Development
Secretary to Project Area Committee

D. What should the development LOOK like?

Any development, regardless of what it is, should be in harmony with the natural surroundings in its location, orientation, design, use of materials, and scale. Any buildings should be low rise.

All design--both architectural and landscape--should be of the highest possible quality. Architects, landscape designers, and planners should be selected on the basis of their record of excellence and innovation. The use of design competitions as a method of selecting architects, landscape designers, artists, and planners is highly recommended.

The integration of the arts into the plan should be an integral part of the planning process from the beginning-- not an afterthought. Specifically, we recommend that artists be involved in collaborations with the architects, landscape designers, and planners in all aspects of the design of open space and buildings. This kind of artistic collaboration is being used highly successfully in many important current developments, including Battery Park City at the southern tip of Manhattan. In addition, sites should be identified for public art works of all kinds throughout the Waterfront area. The Civic Arts Commission is currently working on a 1% for the Arts Ordinance for Berkeley, which should be in effect before development on the Waterfront occurs. If so, 1% of development costs (precise definition yet to be resolved) will be designated for art in public places there or in other parts of the City.

We recommend that serious consideration be given to the recommendation of D.A.W.N. (Design Associates Working with Nature) that the North Waterfront Park be a natural area landscaped with plants native to the Berkeley area. We support this concept first on the aesthetic grounds that a manicured, urban park is inappropriate to the setting. We also support this concept because it makes use of the opportunity to create something unique and of lasting significance on the Waterfront--not just a place where people will be able to come to take advantage of the usual pleasures offered by a park but an environmental study area, where people will be able to see what Berkeley was like before white settlers came.

II. PLANNING APPROACH

We feel that the planning process up to now has ignored the arts. Mechanisms must be established now for integrating art and culture into the planning process.

III. INFORMATION AND ANALYSIS OF ALTERNATIVES

In order to plan for the inclusion of art and cultural amenities at the Waterfront, there needs to be an analysis of the needs of the art and cultural community for housing, work space, performance space, and exhibition space. This analysis should be used as the basis for the inclusion of appropriate amenities at the Waterfront as well as in any potential development trade offs in other areas of Berkeley.



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RECOMMENDATIONS FROM THE CIVIC ARTS COMMISSION
REGARDING WATERFRONT PLANNINGAttachment 4
earth - no

Unanimously approved at the meeting of July 23, 1985

I. POLICY GUIDELINES

A. What KIND of development should be at the Waterfront?

The Civic Arts Commission agrees with what we perceive to be the emerging community consensus that the goals of any development at the Waterfront should be to create recreational and cultural amenities, open space, public access, and that all development should relate to the unique qualities of the physical setting. These goals are based on a wide variety of social, economic, and environmental concerns. We support them on the basis of aesthetic and cultural concerns.

We would like to articulate an additional goal for the planning process--to exploit to its fullest potential the unique opportunity to create from scratch a publicly accessible area combining the breathtaking views and physical setting with the very best art, architecture, and landscape design.

Several of the ideas that have arisen out of the process of public participation deserve serious consideration during the planning process. One idea that is particularly intriguing to our Commission is the proposal of the Parks and Recreation Commission to create a pleasure park combining eating and drinking amenities, performance areas, gardens, and amusements in a contemporary version of Tivoli Gardens in Copenhagen. We are intrigued with this concept because it would satisfy most of the community goals for the Waterfront as well as take advantage of the opportunity to create something unique and of lasting significance there. It is our opinion that an open competition for the design of such a pleasure park would attract international participation of the highest level. The Parks and Recreation Commission's proposal appears as Attachment A to a memo from the Parks and Recreation Commission to the City Council dated November 8, 1983. A copy is attached.

We recommend that any housing included in development plans should include live-work space for artists.

We recommend that serious consideration be given to a small, Asilomar-type conference facility.

B. How MUCH development should be on the Waterfront?

The Civic Arts Commission supports what we perceive to be the emerging community consensus that the level of structured development (e.g., buildings and roads) on the Waterfront should be minimal, with the main emphasis on open space. One of the goals of any development should be to heal the wound caused by I-80, which severs the Waterfront from the rest of the community.

C. WHERE should the development be on the Waterfront?

Buildings should be limited to the areas least adaptable to recreational activities and open space, namely along the freeway. The meadow--except perhaps at its edges near the freeway and the marina--should remain open space.